



The Canal Zone Philatelist



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President's Report

David Zemer

P.O. Box 654 Skoeyen

NO-0214 Oslo, Norway

Sosahill@hotmail.com

New Wrong Font Canal Discoveries on Second Printing of Scott No. 86

by Richard D. Bates, Jr.

Space Shuttle Discovery and Lt. Col. Gaillard

Thanks to a heads-up by Joe Wood, president of the Panama Canal Museum in St. Petersburg, Florida, I learned of the connection between one of the crew members and Lt. Col. David Du Bose Gaillard (Scott # 109) and was able to follow the flight of STS-120 live on NASA Web-TV. For more information on this relationship see the related article in this issue of

continued on page 35

Two new discoveries add further clarity to the origin and existence of wrong font CANAL varieties on stamps with sharp A overprints. Both demonstrate that wrong font CANAL examples exist on the second printing of Scott No. 86 (in addition to the first printing on which their existence is well established), and prove that they may be found on both LL and LR panes.

Conventional wisdom has long held that the first printing of stamps with sharp A overprints in the vertical format (Scott Nos. 85-8, 90, and J18-20) was created using a form made up to overprint all 400 stamps in the full sheet at the same time, 100 each from the UL, LL, UR, and LR panes. Evidence that supports that belief is that the platable ZONE ZONE and wrong font CANAL and ZONE varieties are known for only a single position and exist only for one of the four pane positions. The ZONE ZONE errors that are known on Nos. 85-8, and 90 are all from pos. 18 of the LR panes of the first printing. The wrong font CANAL (pos. UL51) and ZONE (pos. UL82) varieties are known only on the first printings of Scott Nos. 85-8, 90, and J18-20, which were the only vertically formatted stamps that made up the first printing shipment on May 19, 1925. (See Table 13.1 in CZS). The shipment also included Nos. 93-5 with a horizontal layout, and they also have wrong font CANAL on pos. UL51 on Nos. 93-4 and pos. U51 on No. 95 and ZONE on pos. UL82 and U82, respectively. There are not any ZONE ZONE varieties known on the first printings of 84, 89, 91 or 92, which were done later, nor are there wrong font varieties on these stamps. There are no wrong font CANALs known from other positions, including none in the LL plate number blocks of the first printing.

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2008 Mail Sale

Consignments for the 35th CZSG Mail Sale should be sent to arrive no later than June 26, 2008.

Early submission of material is appreciated. The Sale will close on September 28, 2008. A clear inventory list must accompany all consignments. Certificates are required for Scott #1, #2, #3 and #15.

Damaged or poor quality examples of lower value stamps, postal stationery or covers are respectfully declined and will be returned.

If submitting large or odd-sized items, please send an inventory in advance to the address below or to tombrougham@yahoo.com, or call (510) 843-2459 for approval.

Ship material insured or registered to:

Canal Zone Mail Sale
c/o Tom Brougham
P. O. Box 1284
Berkeley, CA 94701

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Web Page:
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Richard Spielberg, Editor

4535 Via Del Buey
Yorba Linda, CA 92886
Home: (714) 693-3349
rmbspiel@sbcbglobal.net

Richard D. Bates
Associate Editor

PO Box 40583, Palisades Station
Washington, DC 20016-0583
202-687-5970
bates@georgetown.edu

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Display advertising accepted from CZSG members only at the following rates per insertion:

One column, two inches	\$10.00
One column, five inches	20.00
Two columns, five inches	35.00

No larger advertisements are accepted. Remittance must accompany copy. Deadline for ads, first day of Mar., June, Sept., Dec. Copy should be sent to the Editor.

Back issues of the journal, handbooks, and other publications can be ordered from Richard F. Murphy, 1489 Oakhurst Dr., Mt. Pleasant, SC 29466

Articles and information for publication should be sent to the Editor. Glossy photographs are desirable for figures of stamps or covers; however, enlarged high quality photocopies are sometimes acceptable. Illustrations must show clearly against black backgrounds. If you need help, write, phone, or FAX the Editor. The author must advise the Editor if the article has been published or is being considered for publication elsewhere.

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Canal Zone Study Group

**New address for the
CZSG Publication Office**

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richardmurphy167@gmail.com

Please note: *Canal Zone Stationery* is not available through the CZSG Publication Office. It must be ordered directly from the Postal Stationery Society.



**CZSG Meeting
THAMESPEX '07**

The Northeast Chapter of the CZSG met in Waterford, CT on 30 September at THAMESPEX. Connie and Bob Eldridge, Bill and Judy Conroy, Dick Potter, Armand Coté and Alan Bentz were present.

Armand Coté collects FAM5-2 covers by town, date and time. Exhibited as "FAM-5 - Inaugural Flight Covers & Cancellations (Air Mail)" in a 2-frame exhibit, he received a Vermeil as well as the AAPE Award of Honor.

This exhibit sparked a lot of discussion at the meeting. The postage used was 30 cents. All air mail to Europe went to the U.S. first, so the rate should have been 32 cents: 25 cent airmail, 2 cent surface, and 5 cent overseas rate. The French word "jusqu'a," which means "as far as it goes" in English, was used on one of the covers. Bill Conroy brought in another FAM-5 cover with three bars on it which means the same thing. George Sioras who writes *Lindbergh Notes in the Metropolitan Air Post Society Bulletin* was able to shed light on the "jusqu'a" covers and the probable accounting for the rate.

Armand showed a doubly registered cover with a SCADTA overprinted "E.U." for U.S. with 52 cents postage, double the normal rate, and two registered numbers. The story told by covers with registry and postage due marks was discussed, as was whether color variations of a cachet should make a difference in price.

Dave Kent from the Universal Ship Cancellation Society confirmed the Locy cancel designations on naval covers from the Canal Zone.

Judy Conroy and Alan Bentz

Announcement

The CZSG will no longer post full addresses of new members or those with changes of address, to be more in line with what the APS does and keep home (or mailing addresses) off of the www. Member information will appear in the format shown in the Secretary's report.

Secretary's Report
John C. Smith
408 Redwood Lane
Schaumburg, IL 60193-2748

**TIME TO RENEW YOUR
MEMBERSHIP**

As of November 10, 2007, our membership stands at 678 members.

The 2008 dues notices have been mailed and should have been received before you read this. Please help your secretary by mailing in your dues as early as possible, along with any address change. You may have noticed a place to put your CZSG membership number on this year's dues envelope. Entering your CZSG number there will help me update the computer file. Your number is on the address label to the right of your name. To save time and trouble you may consider paying your dues in advance for an additional year or more.

*Your CZSG officers wish all of
you a joyous Holiday Season and
a fantastic New Year!*

New Members

2560	Albert E. Thirkill Cinebar, WA
2561	Richard Szenzenstein Oceanport, NJ
2562	Stephen Banks Sacramento, CA
2563	Donald A. Kenmonth Fair Oaks, CA
2564	Frank C. Wheeler Ottawa, KS
2565	James L. Collin Harvest, AL
2566	Walter Klingler Rocklin, CA
2567	Bryan Dunne Richmond, BC, CANADA
2568	Harry N. Wallace Beaver, PA
2569	Joseph S. Chervenya Edison, NJ
2570	Richard Ruby Fresno, CA
2571	Dr. Carl J. Smit Bluffton, SC

Address Changes

1027	Dr. George M. Platner Murrieta, CA
1039	James S. Gerson Delray Beach, FL
1661	Richard F. Murphy Mt. Pleasant, SC
2516	Alfred L. Price Brandon, MS

Reinstated Members

0793	Thomas S. Baliga Chicago, IL
------	---------------------------------

Deceased Members

1549	Ernest W. Vetter
------	------------------

CZSG Metro Chapter

Following a hiatus of more than 30 years, the North Jersey Chapter of the CZSG has been formally reconstituted and renamed the "Metro Chapter." George Campbell was selected as Chapter Secretary at its first meeting on September 15, 2007. The reorganized Chapter currently includes six CZSG members, and is thereby eligible for Chapter recognition in accordance with CZSG Bylaws. Although many of its past and current members reside in northern New Jersey, it is hoped that the new name will attract participants from nearby locations, including New York and Connecticut.

The original North Jersey Chapter was founded in 1970, under the guidance of George Stilwell. Regular meetings were held at the home of the late Gene Stull. The group endeavored to actively promote CZ philately and helped to organize meetings and exhibits at various shows, such as NOJEX, CENJEX, and SOJEX. The Chapter conceived of, and conducted, the first CZSG Mail Sale. Following the relocation of several of its members, the Chapter was forced to disband.

The Metro Chapter hopes to continue the original mission and activities of its forerunner. Quarterly meetings are anticipated. The group also plans to sponsor annual regional CZSG meetings at NOJEX each May, including at NOJEX 2008 on Saturday, May 24th at 2 PM. Additional Chapter activities will be considered and added, as appropriate. CZSG members who are interested in participating in the Metro Chapter should contact either George Campbell by email at campgs@earthlink.net or Mike Demski at kearney511@aol.com.

George Campbell

PSN Survey

Please note that the survey included in the last CZP should be completed for Pacific Steamship Navigation (PSN) perfins on all Canal Zone Stamps, not just for airmails. Please return completed surveys to:

Paul Ammons
P.O. Box 1311
College Station, TX 77841-1311.

Auctions by Jim Crumpacker

The third quarter, 7/31-9/30, 2007, passed unnoticed for auctions of CZ material with the sole exception of 20 or so lots of Dues offered by Cherrystone in late September. The few items from other sources were plebian scraps which drew plebian results. All items mentioned below are via Cherrystone. Catalog values are from the 2007 *Scott Specialized*. The total realization is shown first followed by the catalog value in parentheses.

- J1, B4, dried OG, H, F, CZSG J1.2 w/ 2mm spacing, \$173 (\$425)
J3, str. of 3, dried OG, HR, VG-F w/ B imprint and pl. #5532, \$1955 (\$3000)
J3, F on cover 7/27/14 unpaid from India, margin single w/ Cristobal 7/17 cds and other marks, file fold and toning o/w F \$978 (\$900)
J17, PB6 #15510-L, used, VG-F \$814 (\$n/a)
J20a, V pair, one w/o ovpt, OG, HR, F w/ top margin \$2645 (\$3500)
J20, PB6 #6556-L, cancelled Balb. Hts. 10/10/27 w/ CANAL wrong font, F-VF some perf. seps. \$2415 (\$n/a)
J21a, POSTAGE DUE omitted, OG (couple gum wrinkles), HR, VF in B margin plate #118117 V pair w/ CZSG J21.1 (split ovpt) \$6900 (\$5505)

offered by: **Cherrystone**
Philatelic Auctioneers
119 W. 57th St.
New York, NY 10019

Jack E. Molesworth

The CZSG lost a good friend this fall when Jack Molesworth passed away at the age of 81 on September 30, 2007, in Winchester, Mass. after a short illness and complications from multiple strokes. Jack was born in Kansas City and spent his adult life in Boston, building a successful philatelic business from his childhood hobby of stamp collecting. He served in the Navy, and attended Tulane University and Harvard Business School.

Jack never actually retired, and was working with stamps until he was taken to the hospital in late August. His long and distinguished career involved serving on the board of experts of the Philatelic Foundation, and Professional Stamp Experts.

He was an enthusiastic race horse owner since the late '60's, with one of his horses winning a race just two days prior to his passing. Jack was avidly interested in gardening and golfing, along with state and national politics, and ran for Congress in 1964.

Jack was truly an old time stamp dealer. He was considered to be the Dean of all Confederate dealers in the United States, and as a leading dealer in stamps of the Canal Zone and other U.S. Possessions, he supported collectors and was a regular provider of material for the CZSG Mail Sales.

Text derived in part from Confederate Stamp Alliance, Oct 07 E-Bulletin:
www.csalliance.org/molesworth.htm

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17. Date of Statement: SEPTEMBER 26, 2007			
18. I certify that all information furnished on this form is true and complete. I understand that anyone who furnishes false or misleading information on this form or who omits material or information requested on the form may be subject to criminal sanctions (including fines and imprisonment) and/or civil sanctions (including civil penalties).			

New Wrong Font Canal

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That wrong font CANAL stamps can come from the second printing of Scott No. 86 is demonstrated by two left plate number blocks on which this variety has recently been discovered. One plate number block is illustrated in Fig. 1; both blocks have plate number 16393. Stamps with this plate number were overprinted only in the second printing of No. 86. (The known second printing plate numbers are 16333, 16363, 16365, 16366, 16391-4.) More importantly only LL and LR panes were overprinted. Thus the block illustrated in Fig. 1 must be from a lower left pane from the second printing.



Fig. 1 Second printing LL plate block of No. 86 with wrong font CANAL on stamp adjacent to plate number

The variety occurs on the stamp adjacent to the plate number in this second printing block. The wrong font variety on the heavily inked second printing is much more difficult to spot than on the corresponding first printing, and against the dark blue background of No. 86, it is very difficult to detect. Figure 2 shows the CANAL part of the



Fig. 2 Positions 51 and 52 from the second LL plate number block

overprint from four of the stamps on the sister block to the one shown in Fig. 1. In Fig. 3 two stamps from one plate block that includes the newly discovered second printing wrong font CANAL variety are blown up, with the blue color of the stamp lightened to bring out the black overprint. The stamp on the left is pos. 51 and has the wrong font CANAL variety; the one on the right is the normal overprint on pos. 52.



Fig. 3 CANAL overprint from pos. 51 and 52 of plate number block in fig. 1

The position of the LL pane wrong font stamp can be determined with the help of the illustration in the introduction at the beginning of a *Scott's Specialized Catalogue* under plate markings labeled, "A typical 400-subject plate of 1922." This shows that the plate number on a LL pane of a stamp like U.S. No. 557, which was used to produce Canal Zone No. 86, is adjacent to position 51; on the UL panes the plate number is adjacent to position 41.



Fig. 4 Block of 25 from LR pane from second printing with wrong font CANAL on the top left stamp

In fact, the known position of the wrong font CANAL on the first printing is UL51, which is located one stamp below the stamp adjacent to the plate number position in the plate block of 6. That is where Canal Zone collectors have known to look for the wrong font CANAL variety, the lower left stamp in a left plate block. So the wrong font CANAL on both the upper and lower left panes of No. 86 are both in the plate block, are both on position 51, but are in different locations with respect to the plate number for the upper (first printing) and lower (second printing) blocks.

To take this discussion one step further, the wrong font CANAL can also be found on pos. 51 of a LR pane of the second printing of Scott No. 86. The evidence for this comes from the block of 25 in Fig. 4, with the overprint on pos. 51 and 52 blown up in Figs. 5 and 6. On this block, the overprint is at a slight angle.



Fig. 5 Overprint on pos. 51, 52, 61, 62 of block of 25 to allow comparison of letters, particularly L, in CANAL overprint. Wrong font CANAL is on UL stamp

The block, provided for examination by Tom Brougham, includes five straight edge examples, from pos. 51 through 91, and five copies from the bottom margin pos. 91-5 which indicates clearly this is from a LR pane. In fact many LR panes from the second printing received the overprint at an angle, giving rise to errors such as CANAL only, Scott No. 86h, usually from pos. 1 of LR panes, sometimes on pos. 2 and 3 as well. For that reason, many copies of the straight edge stamps from LR panes have been saved, and more copies of the wrong font CANAL variety may turn up, especially now that collectors know where to look for them.

Turning now to the characteristics of the overprints in question, some of the features that identify the wrong font variety can be observed on the left stamp of each of the pairs in Figs. 3 and 6. The lower right part of the C on the left CANAL in each of the pairs rises vertically and nearly touches the bottom edge of the serif at the top, and does not extend beyond the edge of the serif. On the normal C, as shown on the right copy, the bottom of the C extends beyond the edge of the serif, is not vertical, and does not approach the top as closely. The vertical strokes of the N in CANAL at left are thicker than in the right CANAL or either ZONE, and the vertical stroke of the L is less thick on the left CANAL than on the right stamps, and also less thick than the E in ZONE on either stamp. These traits are sufficient to identify the stamp on the left in each of Figs. 3 and 6 as having the wrong font CANAL variety.

There are some additional features of the wrong font CANAL that are particularly useful for identifying wrong fonts on the second printing where the letters are thicker and partially filled. They are particularly evident when the NAL part of the overprint is on the white background of the stamp, rather than on the dark blue. First consider the upper left serifs on the letters N and L, particularly where they join the vertical stroke of the letter. On the wrong font, there is a clearly discernable right angle. On the regular letters, the point of junction is rounded on the N, or the serif is so small as to be almost non-existent on the L. This is particularly clear in comparing the upper left CANAL in the block of four from the SE block of 25 in Fig. 5 with the other three CANALs present. Second, a feature that is found on all the second printing wrong font CANAL stamps but which is usually not present otherwise, is that the LR foot of the second A in CANAL appears joined to the left of the L; in the normal case this is not usually true, even for the heavy inking of the second printing, though on a couple of stamps in the block of 25, the A and L appear slightly joined, so this characteristic is good for confirming a wrong font CANAL, not for primary identification.

There is an additional very important feature to be detected in the Brougham block. On the wrong font varieties of the first printing, both the wrong font CANAL (pos. UL51) and the wrong font ZONE (pos. UL82) appear in the same pane.

If the same overprint form had been used to print the LR panes of the second printing as had been used for the UL for the first printing, and no adjustments were made

continued on page 39

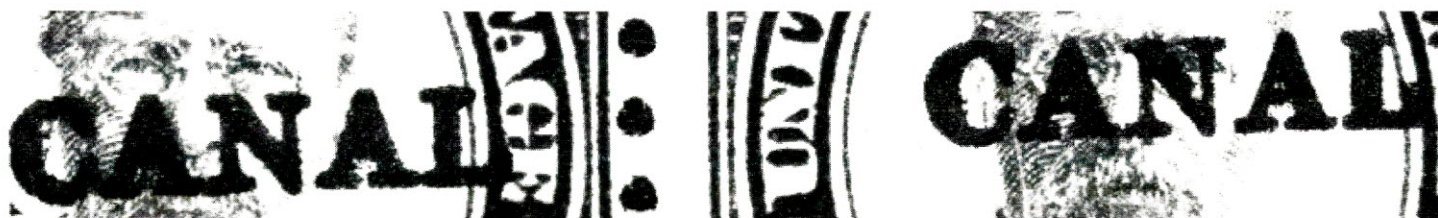


Fig. 6 CANAL overprint from pos. 51 and 52 of block of 25 in fig. 4.

Panama Canal Connection on Shuttle *DISCOVERY* Flight

On October 23, 2007, NASA launched its 23rd shuttle mission to the International Space Station, including NASA Astronaut Scott E. Parazynski (Fig. 1) as one member of the crew on the shuttle *DISCOVERY*. Dr. Parazynski took with him aboard the shuttle *DISCOVERY* two Roosevelt medals from the official collection of the Panama Canal Museum, located in Seminole, Florida.

Dr. Scott Parazynski was the crew's chief spacewalker and outdoor repairman. Besides being a physician who graduated from Stanford Medical School in 1989, Parazynski is an instrument-rated pilot and mountaineer. This was his fifth spaceflight; on his third, he flew with John Glenn.

Parazynski's connection to the Panama Canal derives from his family ancestry, Lt. Colonel David DuBose Gaillard, a distinguished and widely acclaimed member of the US Army Corps of Engineers charged with the monumental task of cutting through the Continental Divide in Panama. The treacherous nine-mile strip of mountainous terrain, known as Culebra Cut, was later renamed Gaillard Cut in honor of Col. Gaillard, who died in 1913 before the Canal project was completed. Col. Gaillard was Dr. Parazynski's great-great-grand-uncle.

In honor of his family's contribution to the building of the Panama Canal, Dr. Parazynski plans to present personally one Roosevelt medal along with a mission-flown American flag to the Panama Canal Museum, and the other medal, with a mission-flown Panamanian flag, to the Administrator of the Panama Canal Authority in Panama.

Roosevelt Medals were awarded to American employees of the Panama Canal between 1904 and 1914. They were received with enthusiasm by employees who had served at least two years of continuous service during the Canal's construction period. The obverse face of the medal carries the likeness of President Theodore Roosevelt, for whom the medal is named. The reverse face depicts an image of the Gaillard Cut, the seal of the Canal Zone and the phrase, "The Land Divided, the World United."

On each medal is imprinted the name of the recipient, and for every two additional years of canal service, an individually numbered bar was issued, which could be attached to the original medal. The Roosevelt medal was highly prized by the American employees; despite the incredible hardships they experienced during the Canal's construction, many a worker resisted the impulse to tell his boss, "I quit!" for fear of not completing the two-year period required to receive the medal or a bar. According to the record, 7,391 Roosevelt medals were awarded, plus 3,883 first bars (indicating four years of service), 1,865 second bars (six years), 636 third bars (eight years), but only 41 fourth bars, signifying workers who had served the full ten-year construction period.

Parazynski's family enjoys a rare distinction: not only was Colonel David Dubose Gaillard a Roosevelt medal recipient, but his son, David St. Pierre Gaillard, also received a medal for his work with the Panama Canal.



Fig. 1 Astronaut Scott E. Parazynski

Spacewalker Scott Parazynski (see Fig. 2) installed homemade braces on the torn wing and clipped the snarled wires that had ripped it in two places as it was being unfurled. He then watched as the crew deployed the wing to its full 115-ft length.

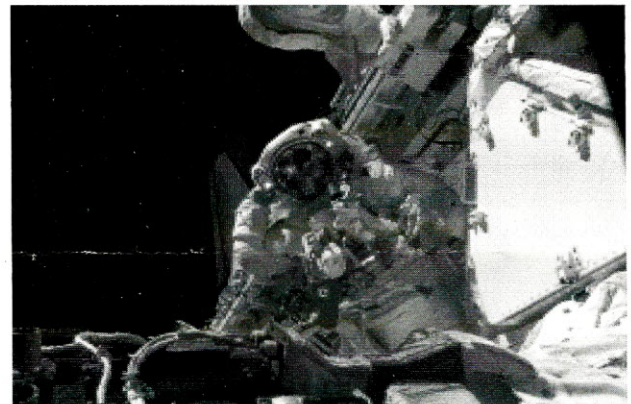


Fig. 2 Spacewalker Parazynski

Upon the return of the *DISCOVERY*, the *Washington Post* reported the seven shuttle astronauts and three residents of the space station teamed up during the docked mission to save a mangled solar wing. It was one of the most dangerous and difficult repairs attempted in orbit, but the future of the space station was riding on it. Astronaut Parazynski pulled it off in a single spacewalk.

Parazynski's helmet camera sent close-up pictures of the damage to Mission Control and the space station, allowing the astronauts and experts on the ground to discuss the best way to tackle the damage on the gold-colored wing.

Appreciation is expressed to David Zemer for his interest in prompting this article, to Joe Wood of the Panama Canal Museum who shared with us his press release that provided the material for much of this article, and to NASA which provided biographical details on Astronaut Parazynski including the photos.

R.D. Bates

Sources:

International Herald Tribune 20 Oct 07
NASA Site: <http://www.jsc.nasa.gov/Bios/htmlbios/parazyns.html>

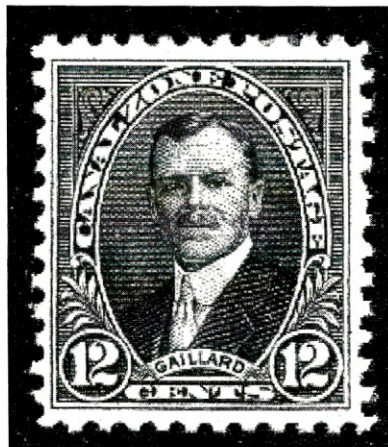
The Conservative Voice 3 Nov 07

The Washington Post 8 Nov 07

Lt. Col. David DuBose Gaillard

By Irwin J. Gibbs

On July 1, 1929, the Canal Zone issued a 12¢ stamp (Scott No. 109) as part of the permanent issue depicting Lt. Col. David DuBose Gaillard.



Gaillard stamp Scott No. 109

David DuBose Gaillard was born in South Carolina in 1859 and graduated from West Point in 1884. Then followed two and a half years at the Engineer School of Application. After that he served in several areas involving aqueducts, dams, river fortifications and harbor work. In May 1903 he was assigned to the General Staff of the Army.

On March 16, 1907, Colonel Gaillard was appointed as a member of the Isthmian Canal Commission by President Theodore Roosevelt, reporting to General Goethals. In 1908 he became Division Engineer of the Central Division in charge of all work between the Gatun and Pedro Miguel Locks. This included the Culebra Cut and Gatun Dam.

The Culebra Cut involved a cut through the Continental Divide 494 feet from the highest point to the bottom of the Canal. The project included the removal of over 100,000,000 cubic yards of earth and rock and took more than six years of non-stop digging to complete. When completed there was a ship channel 300 feet wide filled with water 45 feet deep. Numerous slides occurred which delayed the project but under Colonel Gaillard's direction eventually 2,000,000 cubic yards per month were removed. One of the by-products



Lt. Col. Gaillard

of the Culebra excavation was the daily delivery of 21 trainloads of material for the Gatun Dam. Gaillard took a leave of absence in August 1913 due to a brain tumor and died December 5, 1913, denied the opportunity of seeing the job completed to which he had contributed so much. In 1915 the Culebra Cut was renamed Gaillard in his honor.

References:

David McCullough; *The Path Between the Seas*, 1977
F.E. Jackson & Son; *The Makers of the Panama Canal*, 1911
Plass, Brewster, Salz; *CZS*, 1986

Another Fake Scott No. 96

Building on the recent article on fake 96s, the accompanying figure shows a fake 96 that appeared recently on eBay. It was described as "w/private or local overprint, very unusual SEE SCAN." A fake by any name, but still a fake overprint. It did not sell at the time, even with a low start bid.

R.D. Bates



A fake overprint posing as a 96

President's Report

continued from page 29

the CZP and click onto www.panamacanalmuseum.org. To view the Canal Zone stamps that have references to Lt. Col. Gaillard go to www.arago.si.edu and search for "Gaillard."

Earliest Documented Usage

The CZSG has started a Study Group to recognize the Earliest Documented Usage, EDU, of the stamps and stationery of the Canal Zone. This too is covered in this issue and should provide us with many years of research and fun.

Irwin Gibbs' Gold Medal Stationery Exhibit On-Line Now

The first of what we hope will be many major Canal Zone philatelic exhibits has been scanned and uploaded to our website by our webmaster Tom Brougham. Now everyone with an interest in Canal Zone stationery and an internet connection can view this great exhibit at his or her leisure. You not only have the ability to see Irwin's exhibit in color but you can also magnify each cover, down-load the images, or even print them. In addition, the text documents the importance of each philatelic item shown, giving us an invaluable reference. To view this Gold Medal Exhibit simply click on "Canal Zone Overprints on Panama Postal Stationery" at www.czsg.org.

Maduro Post Card Book Panama Patchwork Being Revised

This book by Bob Karrer (editor of the *Isthmian Collectors Club Journal*) and Brad Wilde was published in 1989 and promoted by the CZSG. All copies of the first edition have been sold out for some time now and Bob is hard at work on an update to it - hopefully to be published in 2008. This is a timely update as the APS now recognizes Post Cards as an exhibit category. More information will be provided in the CZP as the book gets closer to publication.

Recruit a New
CZSG Member

The Panama Line

By David J. Leeds and Alan P. Bentz

The following article is the fifth of a series on the history of the Panama Line.

The new Panama Line Ships of 1939 - SS *Ancon*

The *Ancon* was the second of the "PANAMAs" to be commissioned. The Maiden Voyage, originally scheduled to begin on 6 July, actually began on 22 June 1939. The cover in Fig. 35 was posted on the high seas, and received a Cristobal Paquebot cancel (P-2 [13 on 29 June]) on arrival in the Zone.

Residents of the Canal Zone received the announcement in Fig. 36. Figure 37 was one such cover, mailed to New York. It had an *Ancon* cancel for the ship's maiden voyage.

The *Ancon* first arrived in New York on 16 June 1939 from Quincy, MA. She averaged 19.5 knots during her 350-mile delivery trials. She sailed to Cristobal on the 22nd, and returned to New York on July 8th.

The old Panama Line ships made the voyage in eight days. The new Panama Line ships made the voyage in six days, including the stop in Port-au-Prince, Haiti. Figure 38 shows a stark contrast of the modern steamship and the wood-burning dockside switcher with a funnel-shaped smokestack from the preceding century. Southbound the ships carried Commissary supplies. Northbound they carried green coffee beans (whose odor permeated the dock sheds), as well as bananas and raw cotton.

The *Ancon* was honored by the issuance of a definitive stamp in 1958 (CZ 149). The FDC in Fig. 39 is a Smith cover, addressed to Fred Sill - Unofficial "Greeter" in the Canal Zone.

During WWII, the *Ancon* was requisitioned for military use the same day as the *Cristobal*. "The *Ancon* had the most varied wartime career of any American merchantman and was the U.S. Navy's most famous headquarters and command ship." [14].

The *Ancon* (AP-66), was assigned to the U.S.A.T.S. (U.S. Army Transportation Service) on 11 January, 1942 at Balboa, and sailed immediately for San Francisco and the Bethlehem Steel Company Yard for a quick conversion into a troopship. Fitted with 1,500 berths, she left for Australia with troops. She made two such voyages in February and March with Captain David H. Swinson, who remained with her after the military took over. Captain Swinson had been with the Panama Line since 1921 [16], and was the *Ancon's* peacetime captain - having brought her originally to New York from the Quincy Shipyard.

After the second trip, the *Ancon* went to the Moore Dry Dock Co. at San Francisco for an additional conversion. The Dining Room became the enlisted men's mess; the Lounge was converted into the officers' wardroom. Passenger cabins were used by officers, cargo spaces were altered to berthing areas, and the pool was replaced by a new radio room. Her armament was comprised of two 5-inch guns, four 40-mm and fourteen 20-mm anti-aircraft guns.

After conversion, she was reassigned to the Navy and went to Boston via Panama, and was commissioned as the USS *Ancon* (AP-66) on 7 August 1942, as a Navy transport. Five days later, under Lt. Cdr. D. H. Swinson (who had by then joined the Navy), she departed carrying 2,087 troops and a crew of 707 officers and men.

After duty as a troopship, *Ancon* was converted to the Amphibious Force Flagship (AGC-4). She sailed for North Africa on 24 September 1942 under the command of Captain Paul L. Mather. In November 1942 she was flagship at Fédala, French Morocco, and there established her "lucky ship" reputation.

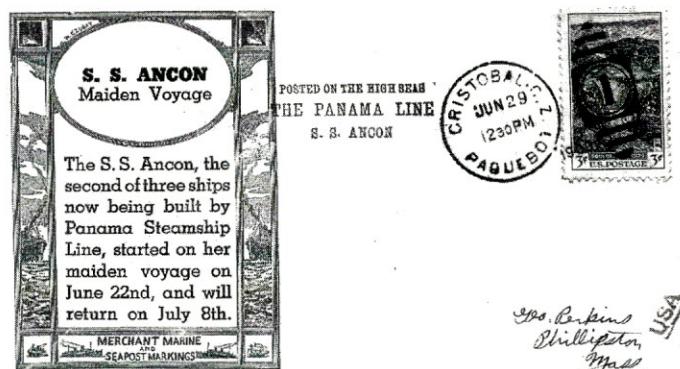


Fig. 35 Maiden voyage cover from New York to Cristobal (W. Czuby cachet)

Announcing Maiden Voyage Cover - S. S. *Ancon*

July 6 - July 24, 1939

The Panama Line takes pleasure in announcing that the maiden voyage of the S. S. *Ancon*, sister of the *Panama*, will be marked by a special cover. The *Ancon* is scheduled to make her initial sailing from New York on July 6, and will return to that port on July 24.

The cost of each cover is 15 cents. To secure one or more, return this card with stamps or coin to the Panama Philatelic Department, 120 Broadway, Room 2103, New York City, N. Y.

(Print) Name.....
Street.....
City..... State.....
I enclose..... for which send me..... covers

Fig. 36 Announcement of Maiden Voyage Cover for CZ Collectors

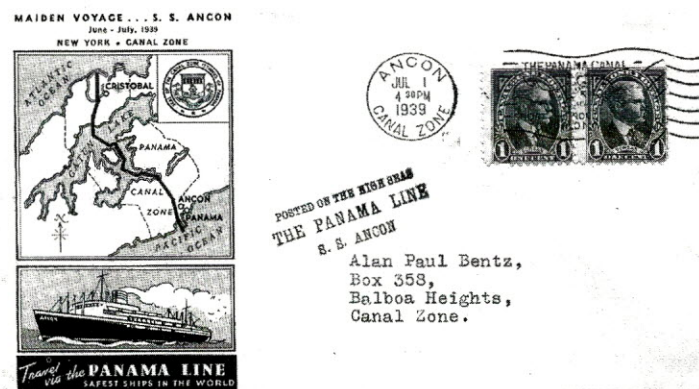


Fig. 37 Maiden voyage of SS *Ancon* from the Canal Zone en route north



Fig. 38 The new SS *Ancon* docked in Port-au-Prince, Haiti in 1941 (photo by apb)

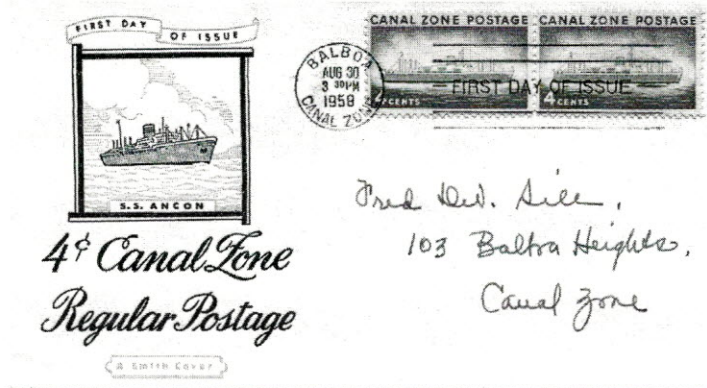


Fig. 39 FDC of the SS Ancon stamp (Smith cachet)

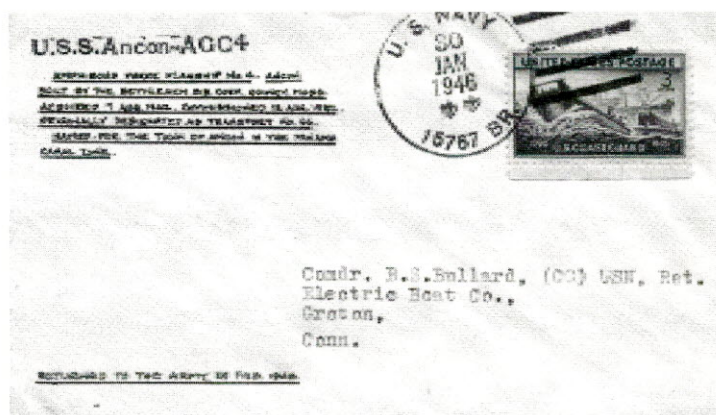


Fig. 42 SS Ancon as AGC-4

Ancon picked up survivors. The next day the British Battleship HMS Warspite took two direct hits, and sank only 400 yards away. The Germans had singled the Ancon out as an important target, but she eluded them – moving every night. Four days after the invasion started, an Italian submarine surfaced near the Ancon and surrendered. The “Mighty A” put a prize crew aboard with an Italian-speaking electrician as interpreter and took her to Malta.

Ancon later participated in the D-Day landings. From 6 to 27 June 1944, she served as the flagship of Rear Admiral John L. Hall, Commander of the assault force on Omaha Beach. Figure 43 shows the SS Ancon in her military configuration.

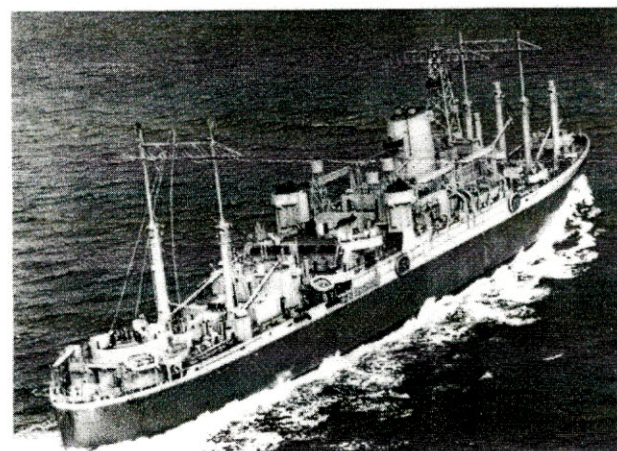


Fig. 43 USS Ancon former Amphibious Force Flagship (AGC-4) in the Canal Zone en route home

The day after Christmas in 1944, Ancon left Charleston, SC en route to the Pacific. Tokyo Rose was reported to have announced that the “Ancon was in the Pacific, and that the gentlemen of Japan would undertake to finish the job that the gentlemen of Germany had failed to do.” [17]. After the bloody battle on Iwo Jima, the landings on Okinawa were expected to be worse. Ancon played a major role in a relatively easy landing (details of her role are classified). She was subject to a number of Kamikaze attacks. She spent two months at Subic Bay in Manila. On 14 August Japan offered to surrender. Ancon was assigned the job of press release ship during the landing, surrender and occupation operations at Tokyo. On the morning of 29 August she rode into Tokyo Bay. On 2 September, the men of the Ancon witnessed Japan’s formal surrender to the Allied Supreme Commander, General Douglas A. MacArthur aboard the USS Missouri (BB-63). MacArthur’s words “These Proceedings are closed,” which concluded WWII, were beamed worldwide from Ancon’s antennas.

continued on page 38



Fig. 40 FDC of CZ 149 citing military campaigns (Rudy Crespo cachet [15])

On 11 November (Armistice Day), the transport *Joseph Hewes* (AP-50) was torpedoed nearby, and Ancon rescued many of her crew. The next day, the transport *Edward Rutledge* (AP-52) was sunk nearby along with four other transports around them, and a tanker. Captain Mather ordered the anchor chain cut, and the Ancon scooted out to safety at sea, where she spent two days and nights waiting for the harbor to be cleared of sunken ships at nearby Casablanca.

Ancon was reassigned on 14 February 1943 to the Atlantic Fleet Amphibious Forces for use as Flagship. She was to serve as the nerve center for the coming Allied amphibious operations that would liberate Europe and Asia. She participated in the invasion of Sicily with General George Patton aboard. As Flagship Commander of the 8th Fleet Amphibious Forces, Lt. Gen Mark Clark (commanding the 5th Army) was aboard during the attack on Salerno on the mainland. She came under fire with 48 air attacks the first day. The cruiser USS *Savannah* (CL-42) was hit by a radio bomb that penetrated the number three turret forward and penetrated the magazine which exploded.

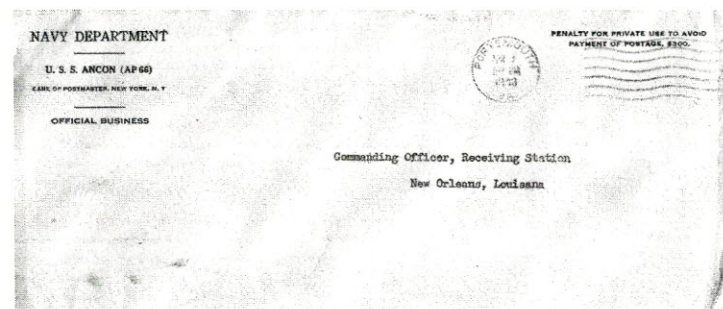


Fig. 41 SS Ancon with the AP-66 transport designation

The Panama Line

continued from page 37

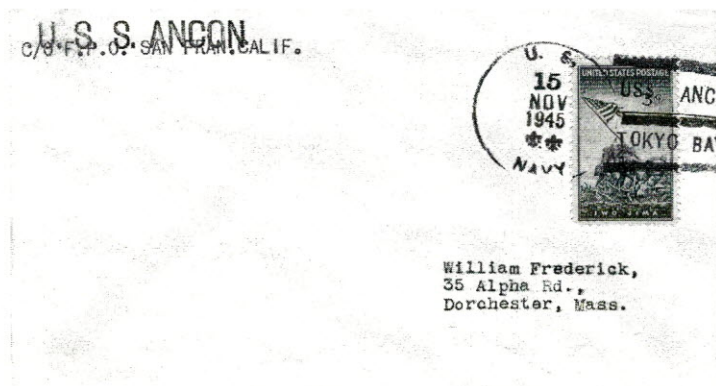
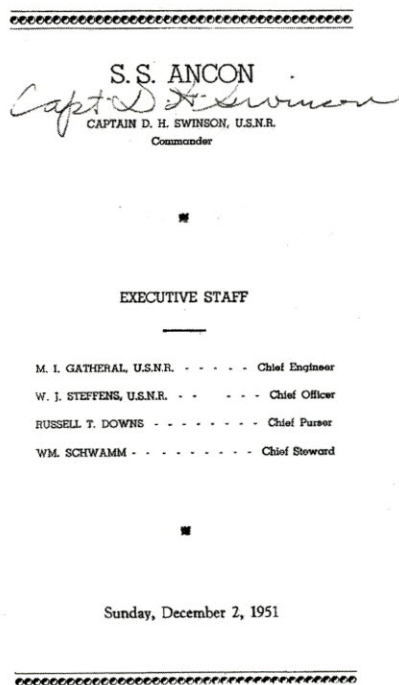


Fig. 44 SS Ancon in Tokoyo Bay (T-P Locy cancel)

Ancon left Tokyo Bay for Yokohama. On 1 December she headed home, and arrived in the New York Navy Yard on 23 January 1946. She was decommissioned on 25 February 1946, and stricken from the Navy Register on 17 April 1946.

By 12 June 1947, the *Ancon* had been restored to "as new" condition, and resumed its pre-war service with Captain Swinson again at the helm.



**Fig. 45 Captain Swinson's autograph and his staff
(2 December 1951)**

The Panama Line was a money-losing operation, and commercial lines resented the Government being in competition. On 27 April 1961, the New York service was changed to New Orleans, and Port-au-Prince operations ceased. In June 1961, the *Ancon* was transferred to the Maine Maritime Academy, and renamed *State Of Maine*. It was sold in 1973 and scrapped in 1975.

Correction for 4th installment of series: The reference from Steamboat Bill should have been Ref [10] in the previous installment. Reference [11] in that document should be deleted.

Bibliography

- [13] Entwistle, Lawson P. *The Postal Markings of the Canal Zone*, Second Edition, Handbook No. 9 Canal Zone Study Group (1992). (Orig. cited as ref [9] in third installment).
- [14] Kohler, Peter C., *The World of Tomorrow Ships – Panama Liners of 1939*, Steamboat Bill, No. 198, Summer (1991), Journal of the Steamship Historical Society of America.
- [15] Robert J. Karrer, *Isthmian Collector's Club Journal*, p 20 (1987).
- [16] Harp, Susan, *SS Ancon, The Panama Canal Spillway*, 25 September 1992 (Available on line by CZBrats).
- [17] *Tour of Duty – The War Story of the Ancon, Cristobal and Panama*, U.S. Navy, produced by Doremus & Co. (Orig. cited as ref [11] in fourth installment).

2008 Scott Specialized Catalogue of United States Stamps by Jim Crumpacker

You can now find the 2008 *Scott Specialized Catalog* for around \$60.00 from the internet or your local supplier. There were 100 or so changes in CZ prices from 2007; 95% were increases. About half were auction-driven moves; the others were singles or plate blocks revalued by eBay prospectors and duly noted by the contributors to the catalogue.

Plate blocks, whether post-1928 or earlier, are very difficult to find in dealers' stockbooks. The #120-135 pl. bl. set was completely revalued this year with increases to 60% over 2007. Ditto nearly all of the late 1950s to 1976 Airs. This stuff pops up on eBay with some frequency and I agree with the PB revisions. However, the underlying single stamps also gained in proportion. \$1.00 for a OG, NH, VF #120 vs. 65 cents last year? I don't think so. None of the "used" values after 1925 changed at all.

Beyond the modern Airs there was no movement; one would not have expected any.

All in all, the contributors and editorial staff did a very good job with the 2008 edition.

Given below is a sample of the changes. Listings are for OG or NH/H status reflecting the pricing policy of Scott.

Scott #	2007	2008
2	\$250.00	300.00
3	350.00	400.00
6, on cover	250.00	275.00
22g, inverted center	3500.00	5000.00
reading up, (used or unused)		
39f, booklet pane of 6,	10,000.00	8000.00
handmade, inverted center		
84a, CANAL only	2250.00	2750.00
127	3.50	6.00
130, pl. bl. 6	125.00	175.00
C 31, pl. bl. 4	40.00	65.00
C 52, pl. bl. 4	2.75	5.50

New Wrong Font Canal

continued from page 33

to the overprint form in between, position 82 of the LR panes from the second printing that show the wrong font CANAL in position LR51 should also show a wrong font ZONE in pos. 82. But pos. 82 in this block of 25 does not show a wrong font ZONE. Thus, if the wrong font CANAL slug that gives rise to the wrong font variety on pos. LL51 and LR51 of the second printing is the same one that gave rise to the wrong font on pos. UL51 of the first printing, something resulted in the wrong font ZONE in UL82 of the first printing not being present in the form for the second printings. There are several possible explanations, but all are conjecture at this time, as there is no evidence that the same slug was used in both cases, or that there was a second wrong font CANAL slug, or that the form was or was not disassembled and then put back together again, with the wrong font again winding up in pos. 51.

Even with all this new information, there are still things about the wrong font varieties that have not been resolved. Those include the examples of Scott No. 86 illustrated in two previous articles on new wrong font discoveries, *CZP* 153: 41-3, and *CZP* 154: 6, that have a straight edge at left and appear to be from a first plate printing, not from a second printing, unless some second printing stamps had much thinner letters than recognized examples of second printing. Second, the variety with the CANAL slug inverted, Scott No. 86b, is found on pos. 7 LR of the second printing. There are no reports of it being found on LL panes. Finally, the wrong font varieties on the second printing of J20 are believed to be from pos. 51, but which pane has not been determined. (See *CZP* 153: 41-3) It now seems that all LL plate blocks of the second printing of No. 86 should have a wrong font CANAL on pos. 51. Scans of or access to left plate blocks of No. 86, large blocks with identifiable positions including those SE at left, or full panes of these stamps are needed to assist in resolving these questions further. Any member with such position pieces is asked to send scans of the items, or to contact the Editor to arrange to have a scan taken.

What is clear is that the newly discovered blocks do prove conclusively that wrong font CANAL stamps exist on pos. 51 of both LL and LR panes of the second printing. They join the known varieties on pos. UL51 of the first printing as positions clearly exhibiting wrong font CANALS.

The author thanks Tom Brougham who has worked with him on this project, and Wallace Cleland, Jim Crumpacker, Ed Pirovits, Dick Salz, and Richard Spielberg for helpful suggestions.

UX13 Surcharge Inverted (UPSS 22a)

by Irwin J. Gibb, Postal Stationery Editor

Because of a change in rates on January 7, 1963, the Panama Canal Press at Mount Hope surcharged the 3¢ postal card (UPSS 20) with a 1¢ surcharge (Die 124323).

A card with the surcharge inverted was discovered and recognized by the UPSS as number 22a. Scott has not included the overprint error in their catalog, nor has a photo ever been included in the *CZP*.

A copy of the inverted overprint was recently sold on eBay and is illustrated in Fig. 1.

CZSG Project on EDUs

The CZSG will initiate a project to compile the best available information of the earliest documented of use (EDU) of Canal Zone issues. The American Philatelic Society has suggested that it may be willing to certify EDUs. The project will enable the CZSG to advise the APS if requested to provide information on EDUs.

CZSG will break down the project by subject area, and is looking for volunteers to cover different areas. Areas might be:

- Early issues Scott No. 1 - 20
- Overprinted Panama issues Scott No. 21-69
- Overprinted U.S. Issues Scott No. 70 - 104, 115-119
- CZ Postal Admin. Issues Scott No. 105-114, 120-165
- AirMail Issues
- Postage Dues
- Officials
- Postal Stationery
- Booklet Panes

Volunteers to cover one or more of these should contact the Editor. Compiled data will be listed on the CZSG website as it becomes available, and will be updated there and in the *CZP* as new discoveries are made or reported.

Defining what is meant by an EDU is still subject to discussion; members are invited to communicate their views to the Editor of the *CZP*, who will share them with others working on this project. The following is a first stab at defining EDU for a range of circumstances involving Canal Zone issues. First, for stamps for which there are announced first days, covers canceled on that day are first day of issue covers. Covers with earlier dates can exist through unauthorized usage, and the dates should be compiled; they may or may not be considered EDUs. If no covers are known for that date, or if there is no announced issue date, covers with the earliest known date of use are EDUs.

To get the project started, Dick Larkin will provide in the next issue data on earliest known uses of booklet pane stamps though Scott No. 117b. Members who can provide information to augment this listing are asked to contact him, or your editor. It is most helpful if any "discovery" is reported with a scan of the item attached.

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Fig.1 UX13 with inverted surcharge

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2) #39d * overprint reads down,
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3) #46b * "Canal Zone" doubled,
extremely fine, tropical o.g., beauti-
fully centered, with '2003 PSE
certificate, '08 cat. value \$350.00

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4) #52a * overprint reads down,
very fine, never hinged, post office
fresh. '08 cat. value \$175.00

Net \$150.00

5) #67a * "Zone Canal" reading
down, very fine, original gum, lightly
hinged, with '98 PSE certificate, '08
cat. value \$850.00

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